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INDIA, AUSTRALIA, &c., and for
PRIVATE OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

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HONGKONG, SATURDAY, JULY 17TH, 1909. 六月七日

THE
 DIRECTORY & CHRONICLE
 FOR 1909.

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THE ONLY FIRST CLASS
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THE WATER
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Excellent Cuisine.

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1909.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.45 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.
SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

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1.45 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

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General Managers.

Hongkong, 1st April, 1909.

DR. M. H. CHAUN.

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SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907.

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Consultation Free.

Hongkong, 21st September, 1905.

504

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(TELEPHONE 97).

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ASPARAGUS

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95 CENTS - - PER TIN.

THIS ASPARAGUS IS PACKED WHERE GROWN AND
PLACED IN THE CAN IMMEDIATELY AFTER CUTTING, THUS
INSURING ALL ITS FRESHNESS AND DELICACY OF FLAVOUR.

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Franco-British Exhibition has been awarded to
"WHITE HORSE" To HIS MAJESTY
THE KING.

By Royal
Appointment.

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SOLE AGENTS:

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will be refused supplies. [534]

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GERMICIDE.

PULICIDE.

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BY DESTROYING FLEAS, MOSQUITOS AND ALL NOXIOUS INSECTS
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DEPARTMENT, HONGKONG, AND USED BY THE
GOVERNMENT OF INDIA.

CHEAP. HARMLESS. CONVENIENT.
EFFECTIVE.

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CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE GOVERNOR.

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JUST LANDED.—

EASTMAN'S KODAK FILMS.

FOLDING CAMERAS FITTED WITH

"ZEISS," "GOERZ," "ROSS" LENSES ON
COMPOUND SHUTTERS
AT MODERATE PRICES.

DEVELOPING & PRINTING

A SPECIALTY. [5809]

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

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THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORE MARU" and "SAIKIO MARU" (2,877 tons each)
as follows:

NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen ()	Thursday	Saturday or Sunday	Sunday	Monday or Tuesday	Friday
Lv. 8.00 a.m.	11 a.m.	8.50 p.m.	"	"	"	"
Ar. —Mukden ()	9.15 a.m.	5 a.m.	Monday	Wednesday	Saturday	
Ar. —Changchun ()	7.00 a.m.	6.55 a.m.	"	"	"	
Ar. —Harbin ()	3 p.m.	"	"	"	"	

Connecting at Harbin with

Express for Moscow.

Wagon-Lits for State Express for St. Petg.

SOUTH-BOUND.

Connecting at Harbin with	State Express from St. Petg.	State Express from Moscow.	Wagon-Lits from Moscow.	State Express for St. Petg.
Leave—Harbin (Russian Train)*	9 a.m.	6 p.m.	Thursday	Saturday
Arrive—Changchun ()	7 p.m.	"	"	"
Ar. —Mukden ()	2.10 a.m.	"	Friday	Sunday
Ar. —Dairen ()	2.30 p.m.	"	"	"
Ar. —Shanghai ()	afternoon.	"	Sunday	Tuesday

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
Company's management.

FUSHUN COAL.

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Tel. Add.: "MANTETSU" Codes: A.B.C., 5th Ed., A.I., and Libra's. [137-722]

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TERMS VERY MODERATE.
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Hongkong, 21st September, 1905.

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SIEMSEN & CO.
HONGKONG AGENTS

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HONGKONG HOTEL
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Dining accommodation for 300 Persons.

String Band Plays during Tea and Dinner.

Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Maitre in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate Tables.

For Terms, &c., apply to the

Hongkong, 24th July, 1905. MANAGER.

Hong

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LIMITED.

ESTABLISHED A.D. 1841.

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VERY OLD LIQUEUR
SCOTCH WHISKY
A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OR
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROBT. PORTER & CO'S
BULL DOG BRAND
GUINNESS STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

having determined amongst themselves that, in view of future developments, they had determined to place wireless telegraphy under the auspices of the governments of the various States, who had decided, each within its own sphere, to make it a State monopoly, the Chinese Government, in view of its possible importance within the near future, was desirous of coming to some common understanding with the other Powers, the first that was heard of the affair by the Foreign Legations at Peking was a peremptory demand from the Waiwupu that they should at once order the removal of the offending installation.

It was quite true that in Europe the Powers had decided to hold the installation of wireless telegraphy entirely in their own hands; but this had been done in a formal manner by common consent, and this new principle of international law, though proceeding on old and well understood general principles, was after all but a few months old, and though the Powers were quite willing to extend to China the general principle, the particular instance was an exceptional one, and in the meanwhile much was to be said in its favour. It had been erected within the Foreign Settlements at Shanghai; and although no one was going to plead that these were other than Chinese soil, and as such were amenable to China's sovereign rights not expressly alienated, there were other things to be taken into consideration. The installation had already been found of considerable benefit to ships using the port. Many of the trans-Pacific liners were already fitted with apparatus, and both they and the British fleet, at least, had been able to communicate at long distances. China on her side had not made any proposal to erect on her own account, either at Shanghai or elsewhere, any installation of her own, so that the plea of interference could not under existing circumstances be raised. In view of the great importance of the trade of Shanghai, and the very large proportion carried in foreign ships, the Governments were certainly entitled to require that China should either install a system of her own, or should grant a licence for the continuance of the present system till she were in a position to undertake the service herself. On the other hand, seeing that there has been no attempt at evading any arrangements of China made beforehand, it is no hardship on China that when taking over the existing installation she should be asked to pay a fair remuneration for the expenses undergone.

It is indicative in this as in other cases where China has been putting forward her own claims under the plea that she is only seeking to recover her "lost sovereign rights" that her advisers have forgotten that in all these cases she has duties as well as rights. In no one case, as we have shown, has any right once exercised by China been called in question. Though repeatedly suggested by the Powers she had, as in the case of her post offices, never established an imperial service, but has left such service as existed to be carried out by private individuals, the innovation of the rights here and elsewhere has been entirely on her own side. Notoriously the first steps taken by Sir ROBERT HART towards the establishment of the Imperial Post Office were met at Peking with jealous dislike, and when Sir ROBERT HART proposed to divert some of the Customs revenue to the purpose of improving the new service, a refusal couched in no too polite terms was the reply. It was not, in fact, till making use of such funds as he had under his own control, he succeeded in making both ends meet that the slightest consideration was shown to his new banding; and then the first symptom of appreciation of the service that he had conferred on it was an intrigue headed by the new Chief of Ways and Communications—since dismissed for gross peculation—to get possession of the new department. The new attempt at nipping in the bud the recent departure in the way of the introduction of wireless telegraphy, is quite on a par with other recent proceedings of the reactionary party, whose main object in recovering these imaginary "lost" rights is to open up for themselves, as in the case of the Telegraph Administration appropriated by SHENG KUNG-LAO, what they conceive to be fine fat billets, and by no means to advance the interests of the State. The cry is doubtless a plausible one and had it any foundation in actual fact, or were there any evidence of rights once enjoyed having by persuasion or compulsion been appropriated by foreign Powers, we should be the last to raise our voice against China's reasonable complaints.

As a fact, as we have shown, in nearly every instance, the assumption of services usually in Europe preoccupied by the State itself has proceeded from the entire absence with China of any organisation whatever that could be utilised for the purpose; and beyond and above this, the revolution

exhibited when one or other of the Powers concerned made suggestions that China herself should meet the requirements of commerce. Crucial instances of this deliberate action we have shown in postal facilities and coinage. China had, for want of any conception of any right being involved, compelled her own merchants to establish, throughout the empire a service of private post-offices; she certainly had no ground for complaint that the foreigner for the very same reason found it necessary to do what her own subjects had done for centuries. Even worse was the case of the coinage; owing to the incapacity and dishonesty of successive governments, the people had found it a matter of actual necessity to take into their own hands the regulation of the currency, and the government stamp on a piece of money, so far from being a guarantee of purity and value, came actually to be the stamp of adulteration and false weight. It was thus through her own misconduct, and not through any encroachment on the part of any foreign Power or Powers, that long before the advent of the foreigner the Government attestation of the value or purity of any circulating money had become so hateful in the land, that to avoid worse consequences, the Government had recourse to withdraw (except in the case of the humble cash, whose weight confined its use to the petty retail trade of the village), from any interference with the circulating medium of the country, which fell into the more trustworthy hands of the private banks. We are quite prepared to hold as one of the surest signs of promise China's determination to fulfil her long neglected duties; but this does not blind us to the fact that the loudest in the cry of "Lost Sovereign Rights" is the very section who by ill-faith and dishonesty brought China into its "recent helpless condition" and who for their own ends would willingly see restored the worst of usages of the reign of KIA KING or of HEIM-FUNG.

Mr. M. Noma, former Japanese Consul in Hongkong, has been appointed Consular second Section Secretary in Bangkok.

Inspector Gourlay prosecuted five Chinese shopkeepers for having in their possession for the unjust weights and measures. They were each fined \$30.

Yesterday was a remarkably light day at the Magistracy. Only two cases came before the Magistrates in the morning and in the afternoon some remand cases were dealt with.

The *Soul Press* says: "It is learned from Quelpart that about 3,000 inhabitants of that island have been attacked by small-pox and died this year."

A reception takes place on the Japanese flagship *Glory* this afternoon, when Commander Teragaki will be at home to his guests.

The assets and liabilities of Holliday, Wise and Co., in the Philippines have been taken over by Messrs. Wise and Co., Ltd., and Mr. R. E. Humphreys and Mr. L. D. Lyon have been authorised to sign for the firm.

The decrease in the exports from Nagasaki to Hongkong in 1908 was as much as £71,435, and the British Consul in his annual report remarks that "doubtless the boycott in South China is accountable for a large proportion of this."

What promised to be a prosperous branch of local commerce is engaging the activities of Chinawhisky. This is the export of slaughtered cattle to Vladivostok. The old Australian vessel *Hannibal* has been fitted up as a refrigerating ship. The cattle are killed on board before the boat leaves.

Mr. Sternberg, the proprietor of the picture postcard shop in Queen's Road, prosecuted an employee for stealing views of Hongkong. Doubtless it was their commercial value rather than their beauty which led him into temptation. At any rate he was caught with a quantity secreted round his waist. Mr. Hazelton sentenced him to fourteen days' imprisonment.

An Organ Recital is to be given at St. Peter's Church to-morrow evening, the programme being as follows:

Organ Solo..... "Prelude and Fugue No. 1"..... Mendelssohn

Tenor Solo..... "Comfort Ye"..... "Messiah"..... Handel

Rev. A. P. Crofton, B.A.

Organ Solo..... "Grand Odertone"..... D' Bautista

Soprano Solo..... "And He shall feed his flock"..... (Messiah) Handel

Organ Solo..... "Andante Tranquillo"..... Stenham

The Rev. A. Dallas Ennis, C. F., will be the preacher at the evening service, which commences at 6.30 p.m.

THE SAN FRANCISCO CELEBRATION

BRITISH WARSHIPS FROM THE CHINA STATION EXPECTED.

A cable from London to the San Francisco Chronicle states that the Foreign Office, in forwarding to the Admiralty the American invitation to participate in the naval review to be held at San Francisco next October to celebrate the rebuilding of the city after the fire of 1906, expressed the hope that it would be found possible to send at least a small fleet. It is expected, consequently, that several ships will be brought from the China station, the time being too short to dispatch a cruiser squadron.

TELEGRAMS.

[Protected by the Telegraphic Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

JAPANESE STRIKE IN HAWAII.

TOKYO, July 16th.

The strike situation in Hawaii is unchanged.

JAPAN AND KOREA.

TOKYO, July 16th.

The Press approves of the new arrangement in Korea, remarking that it is a step further in a protectorate regime, and also towards the abolition of ex-territoriality.

[BRITISH SERVICE TO THE "HONGKONG DAILY PRESS".]

STEAMER IN COLLISION WITH SUBMARINES.

ONE SUBMARINE LOST: ELEVEN MEN MISSING.

LONDON, July 16th.

It is officially announced that an unknown steamer sank submarine C 11 off Lowestoft, and that the crew are lost.

Submarine C. 17 was damaged, but the crew saved.

Later information states that the steamer "Eddystone" got among a flotilla of submarines at midnight. She collided with and sank submarine C 11. Lieuts. Brodie and Watkins and three seamen were saved, but eleven are missing.

Submarine C. 17 was damaged by colliding with C. 16 when trying to

LATER

The captain of the "Eddystone," interviewed, said that a dense fog prevailed at the time and he was unaware of the presence of warships until he was blinded by their searchlights.

H. M. the King and the Prince of Wales have sent messages of sympathy.

SHOOTING AT BISLEY.

LONDON, July 16th.

Canada has won the Mackinnon Cup at Bisley with a score of 1,616.

The Transvaal came second with a score of 1,514.

SEIZURE OF A JAPANESE WHALING SCHOONER.

LONDON, July 16th.

It is reported from Seward, Alaska, that an American revenue cutter has seized the Japanese whaling schooner "Taki" while engaged in sealing near the Privaloff Islands, a group of volcanic origin in the Behring sea belonging to Alaska.

THE SHAH IN THE RUSSIAN LEGATION.

LONDON, July 16th.

It is reported from Teheran that the Shah has taken refuge in the Russian Legation.

ELECTRIC TRAM PROFITS IN MANILA.

The Manila Electric Railroad and Light Company, during the past fiscal year, carried 10,761,259 passengers at an average rate of 9.9 centavos and an average cost of 5.3 centavos per passenger.

The total revenue from transportation amounted to P991,658.31 and the revenue from operation other than transportation to P654,96.96 or a total of operating revenue amounting to P1,050,615.27.

The total operating expenses including taxes amounted to P653,398.78, giving a percentage of operating expenses to gross operating revenue of 53.7. These figures do not include the operation of the Manila suburban line to McKinley and Pasig.

The Manila suburban line statistics are as follows: revenue from operation P158,432.55; total operating expenses and taxes P71,254.30 showing a percentage of operating expenses to gross operating revenue of 45.3. A total of operating revenue amounting to 2,087,786 passengers was carried, the receipts per passenger being 7.5 centavos and the average expense per passenger being 3.4 centavos.

SUPREME COURT.

Friday, July 16th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. (PUIZNE JUDGE).

AN ABSENT DEFENDANT.

The case was called on in which Mr. P. W. Goldring claimed from Mr. E. G. Jordan \$1,000 for rent.

Plaintiff appeared in person, and defendant was represented by Mr. Davidson of Messrs. Hastings and Hastings.

Mr. Goldring informed the Court that the defendant had left the Colony.

Mr. Davidson said he did not know that he had.

Mr. Goldring—He has. Everybody knows it. I have waited for months. My friend cannot have instructions, because the defendant has left the Colony.

Mr. Davidson—My friend told me a few days ago that the defendant had left, but I do not know that he has.

His Lordship—I will fix the case for to-morrow morning (to-day). If the man is found to be in the Colony, I can then fix another day.

Mr. Davidson—I cannot say whether he is here. He was in hospital, but since his discharge it has not been necessary for me to take any instructions from him.

His Lordship—You know this case was in to-day's list, and you come here without instructions. I must take the case to-morrow.

Mr. Davidson—For all I know his absence may be temporary.

His Lordship—If he was leaving the Colony should have communicated with his solicitor. I can fix a day for the hearing later if I can be satisfied to-morrow that he will be here next week.

Mr. Davidson—It is for my friend to convince you that he had left.

Mr. Goldring—I can obtain any number of affidavits to that effect.

His Lordship—This is not a fresh case, and the plaintiff does not consent to an adjournment.

If Mr. Davidson had not appeared I would have asked plaintiff to prove the case, and then given judgment. If defendant's solicitor says the defendant is here I will give him a day; if not, I will fix the hearing for to-morrow. His Lordship informed Mr. Davidson that if he found defendant was in the Colony he could give notice to Mr. Goldring.

AN EMIGRATION CASE.

Judgment was delivered in the action brought by Tam Yuen against Tam Han and Hip Hing promissory note for balance of money due on a

Mr. F. X. d'Almada e Castro (of Messrs. Almada and Smith) represented the plaintiff, and Mr. Davidson (of Messrs. Hastings and Hastings) appeared for the defendant.

His Lordship said—I can state the facts of this case very shortly as follows: The plaintiff sues to recover \$651, being balance due on a promissory note for \$751 which purports to have been given by the defendant in respect of money lent. The plaintiff gave in evidence many circumstantial details of the alleged loan transaction. The defence is, *inter alia*, that there was no money lent but that the instrument was given to secure the payment of a balance owing in respect of contracts to take two Chinese into the United States of America. It is urged that this was an agreement for the performance of an act which involved the violation of the law of a friendly State, and was therefore illegal, or at any rate an invalid contract, unenforceable at law and in respect of which no liability could arise.

For its relations with the West, Saigon is henceforth bound to remain tributary to Singapore. The passage which would have freed it—the cutting of the Isthmus of Kra, which has so long been asked for—if it is, will now never be accomplished or, if so, will be British.

"The railway which England is to have built to Bangkok means for that country a double economic victory. It will be a victory both against us, since the line is pointed to the Mekong valley, and against the Germans, since the port of Bangkok will be doomed to mediocrity, if not to ruin. This investment of British capital is calculated to score for Singapore and Rangoon the trade of Siam and the Mekong valley.

"By the side of that are the trifling advantages gained by us in our Treaty with Siam? Shall we be able to conjure away this new peril so manifestly directed against us? The situation is clear. If our railway does not reach Laos before that of Siam, we shall doubtless remain the political master of the Mekong but we shall never draw any economic profit from it. The moment has come boldly to lay down our railway in Siam itself, and to carry out the Barthélémy proposal, the necessity for which has long been evident. We must construct this railway on the right bank of the Mekong, and we must do so at once. We hope there will be no need to insist on its pressing importance in order to obtain immediately from our politicians the indispensable millions."

PRESIDENT TAFT AND THE SOUTHERN NEGROES.

"The feeling between the white race and the coloured race in the South is growing better each year," declared President Taft at Washington on June 18th before handing diplomas to nearly 200 graduates of the two local coloured high schools and the coloured Normal School.

"I do not care if there are extremists who differ from me," continued the President. "They do not represent the real white feeling in the South. As a negro labourer becomes more efficient, so does the industrial progress of the South move on. In the endeavour, self-restraint and industry, of the negro itself lies its hope of success. I do not minimize your burdens, but those of the future are as nothing compared with those which you have already overcome."

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kawachi Maru* (European Line) left Shanghai on the 16th inst., and is expected here on the 19th inst.

The N.Y.K. str. *Inaba Maru* (European Line) left Singapore on the 16th inst., and is expected here on the 21st

CONSULAR REPORT.

NORTH FORMOSA.

The Trade of North Formosa for the Year 1908 by Mr. Consul Chalmers states:

Trade of the year.—The total trade of Tamsui and Keelung, in North Formosa, for the year 1908 amounted to 4,055,965, as against 3,603,452, in 1907, showing an increase of 452,513. Of this increase over 390,000, was in the trade with Japan.

The foreign imports into Tamsui show an increase of about 42,000, as compared with 1907. This is principally in flour from the United States (about 4,000), cottons from the United Kingdom (about 4,000), increase), gunny bags from India (about 9,000, increase), and Chinese paper (about 10,000, increase). There is a decrease in the import of rice and leaf tobacco from China. The exports from Tamsui to foreign countries show a decrease of about 140,000, chiefly in Oolong tea (which are now shipped at Keelung for the American market) and camphor. There is an increase in the export of Pouchong tea to China.

Foreign imports into Keelung show an increase of about 89,000, of which amount over 11,000, is in the import of timber from the United States, the remainder being miscellaneous. The exports from Keelung to foreign countries show an increase of about 8,000.

The increase in the exports from Keelung to Japan amounting to 349,922, is principally in the export of rice (about 285,000).

The above table does not include the junk trade with China at the four minor ports of Kinkung, Oulung, Tokku and Lukou (Rokko). The total export from these ports amounted to 52,691, in value, of which about 23,000, was rice and 17,000, was China grass (a species of ramie). The imports were valued at 72,436, made up of miscellaneous Chinese commodities.

Trade of the island.—The following table shows the figures for the total trade of the whole Island of Formosa with Japan and with foreign countries during the years 1906-08.

1906	Foreign	Japan	Total
Imports	£1,300,384	£1,595,984	£2,896,368
Exports	933,424	1,863,959	2,862,355
Total	2,296,208	3,459,943	5,758,751
1907	Imports	1,145,443	2,016,191
	Exports	994,229	1,800,261
Total	1,139,672	3,816,397	5,956,069
1908	Imports	1,743,049	2,136,283
	Exports	949,158	2,493,221
Total	2,692,207	4,626,504	7,321,711

The trade of the island with various foreign countries may be roughly divided as follows:

Imports	Total	Percentage
China	£433,047	24
India and Straits Settlements	133,309	8
United Kingdom	437,018	25
Germany	124,444	7
United States	233,766	13
Exports	Total	Percentage
China	£225,509	35
Hongkong	79,768	5
United Kingdom	43,687	5
United States	464,983	50

Figures for Ireland are not given separately.

The increase of about 600,000, in foreign imports is mainly made up as follows:

Rails	Total	£ 32,000*
Flour	18,000	26,000†
Kerosene oil	12,600	
Chinese paper	53,000	
Building material, electric apparatus, bridge materials, &c.	53,000	
Sugar machinery imported into South Formosa	300,000	
About.	Nearly.	

The foreign exports show a falling-off of 45,000, in spite of an increase of 26,000, in the export of rice and 40,000, in tea. The decrease is mainly in camphor, which, compared with 1907, shows a falling-off of about 50,000, and China grass, which shows a falling-off of 13,000.

In the trade with Japan the exports of the island show an increase of about 690,000, as compared with 1907; of this increase 200,000, was in the export of sugar, 420,000, in the export of rice.

Imports from Japan into Formosa show only a slight increase and call for no remark.

Specie and bullion.—The movements of specie and bullion during 19-08 were as follows:

From and to	Gold	Silver	Gold	Silver
China and Hongkong	£225	£34,431	£370	£283,499
Imports	2,517	23,909	1,225	5,727
Exports	Imports	69,346	57,671	18,405

Imports Kerosene oil.—The imports of kerosene oil during the year were, approximately, as follows:

North Formosa	South Formosa
Cases	Cases
American	97,150
Japanese	34,303
Lankat	39,290
Sumatra	69,079
Total	200,532

† Units. The unit of oil is the same as the case.

The deliveries of American and Japanese oil, likewise the prices obtained for the same, are not easily ascertainable, for the reason that the oil is stored in private premises, so that returns of clearances are not available. The deliveries of Sumatra oil amounted to 76,371 units as compared with 58,743 units in 1907. As regards prices, whilst there were no violent fluctuations, there was a gradually hardening tendency during the first half of the year. Comet brand advancing from 3 yen 90 sen (7s. 9d.) to 4 yen 18 sen (8s. 4d.), Sumatra selling readily on a basis of about 3 yen 25 sen (6s. 6d.) per naked unit delivered at the Tamsui installation.

Japanese Pohio oil, of which there are many different packings, ranged between 3 yen 20 sen and 3 yen 50 sen (6s. 5d. and 7s.), whilst Biorio oil (Formosa) sold at about (3 yen 6s.). The latter, it appears, is mainly disposed of by mixing with other brands.

Metals.—The import of metals and manufactures thereof is unusually large in 1908. The principal item was on account of the importation of iron water pipes for the Taihoku water works. These were almost entirely from the United Kingdom, the total import being valued at about 45,000.

Metals and their manufactures imported from Japan were approximately valued at:

Nails	£ 4,000
Iron and steel	29,000
Unmanufactured	15,000
Manufactured	16,000
Other metals	23,000
Manufactured	16,000
Unmanufactured	16,000

Gunny bags.—A gunny bag factory has been erected at Taichu, but does not appear to be working very profitably, on account of shortage of material. The raw material, *Cochlearia hirsutaria*, is in demand by the newly established sugar factories in South Formosa for packing purposes, and the local production being short the factory has had to import its raw material from India. The Indian article costs about 18s. to 19s. per 100 lbs. as against 9s. for the Formosa product.

Exports: Camphor.—The export of camphor in 1908 shows a falling-off of about 33 per cent. as compared with 1907. The distribution of the export for the two years was as follows:

To—	1907	1908
Hongkong, ultimate destination	1,904,933	561,600
United Kingdom	348,000	4,000
India via Hongkong	—	278,666
France	—	53,335
Germany	—	870,400
United States	588,900	536,734
Japan	—	—
Transshipped at Kobo—	—	—
To United States	1,446,400	—
To India	33,333	—
Total	4,121,566	2,764,736

The total export to Europe in 1908 was 1,553,599 lbs. as against 2,452,933 lbs. in 1907, showing a decrease of 1,099,334 lbs. The export of the export of camphor is due principally to the competition of synthetic camphor and the increased export from China, combined with the low price of silver in the latter country.

Tea.—Spring offers of Oolongs, although of poorer quality than last season, opened on a higher basis for the lower grades and the better kinds were in very short supply. There were very few high quality summer teas, and what there were found a ready sale, despite the heavy losses which must have been suffered by the purchasers of large quantities of high grades last season. This season will be remembered for the very small quantity of finest and choice teas produced, just as last season will be for the excessive quantity of the same.

The total export to the United States amounted to 16,250,000 lbs. as against 16,750,000 lbs. last season, and this shortage, coupled with the probability of an import duty being imposed, has caused a sharp rise in the market. Shipments to London have increased from 432,408 to 522,478 lbs., but not so many high grade teas as usual were shipped owing to shortage of these kinds.

It was pointed out in last year's report that in 1908 the export of tea of 16s. Amyot would in all probability cease, and this has come to pass, nothing being shipped by that route.

The shipments for London and "various" were shipped on through bills of lading from here via Hongkong.

New Industry: Peppermint oil.—The production of peppermint oil at Pokusakukai, in Taito, appears to be attended with success, though the undertaking is in the experimental stage, and the first year's crop was reaped in 1908. There were three crops in the year, the first showing 990 lbs. (avoir) per acre, the second 3,200 lbs. and the third 2,310 lbs. in all, 6,500 lbs. of leaf. This produces about 105 lbs. of peppermint oil, which, valued at 6s. per acre, less cost of production about 20%, per acre. These leaves are not profit of about 11. or 12. per acre. The oil is distilled by steam and is said to be of very good quality.

Public works: Irrigation.—In pursuance of an extensive scheme for irrigation the regions most promising for cultivation throughout the island, work was commenced in 19,8 and in this connection an electrical power station is being constructed at Chikahinon, in Honsan, South Formosa, which is to cost about 93,000, covering two years. Also work was commenced on an aqueduct at Shishio in the center of the island, which is to be completed within the year at a cost of 60,000. During 1909 the aqueduct at Korio, Biorio, which is to cost 85,000, will be constructed, also an electrical power station at the same place, 1,200 horse-power and costing 50,000. Other minor aqueducts are also in course of construction.

Railways.—The through line from Keelung to Taito was completed and opened on April 20, 1908, though the formal opening ceremony did not take place till October. The total length is 27 miles and the through journey from Taihoku, the capital, to Taito (202 miles) can now be performed in 10 hours, there being one through train each way daily.

The railway hotel at Taito was opened in October and should prove a great convenience to foreigners visiting the island.

The Taito or East Coast Railway will be commenced this year, 1909. The sum allotted for this work is, however, very small, being only 10,000, annually for the next four years. The estimated cost of the first section from Bokusakukai to Kwarenko (45 miles) is 45,568.

Keelung harbour works.—Under the harbour improvement scheme for Keelung, which is to be entirely carried out by the end of 1913, the construction of seawalls, embankments and land quays, the dredging of the harbour and land reclamation work are all progressing rapidly. A handsome new railway station has been completed and electric lighting power is to be obtained from Taihoku a distance of 18 miles. An electric station has been erected and it is expected that the light will be actually installed by April 1909.

Lighthouses.—In September, 1908, a fixed white temporary light was exhibited on the western extremity of Aigacour Island, about 40 miles out of Keelung, on which a lighthouse is in course of construction. The temporary light is visible in clear weather at a distance of 7 nautical miles, but the permanent light, which will have a radius of 30 miles, should be completed in 1909.

Minerals: Coal.—The following is the coal production for the years 1905-07 in the whole island:

1905	104,040
1906	134,180
1907	—

In 1907 14,286 tons were imported from Japan in addition to the above, and the consumption in the island for the year was:

Japanese	Formosa

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

CHARITY.

A GENTLEMAN in necessitous circumstances, desires a passage to Sydney. A deserving case of Charity.

Apply— W. J. Care of "Daily Press" Office. Hongkong, 17th July, 1909. [922]

HONGKONG JOCKEY CLUB.

A MEETING of Members wishing to put down for Subscription Griffins for the next RACE MEETING will be held in the JOCKEY CLUB OFFICE on the Ground Floor of the HONGKONG CLUB ANEXE on MONDAY next, 19th instant, at 5 P.M.

T. F. HOUGH, Clerk of the Course. Hongkong, 17th July, 1909. [969]

TO BE LET.

TO be Let on Lease from 1st August, 1909, No. 2, QUEEN'S ROAD EAST, (corner House in Arsenal Street and Queen's Road East) at present occupied by A Hing, photographer.

Apply to— G. H. WAKEMAN, Land Office. Hongkong, 17th July, 1909. [970]



PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 19th day of July, 1909, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND at HOK LUN, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years. [971]

PARTICULARS OF THE LOT.

No. of Site.	Residence No.	Locality	Boundary Measurements.				Contents in square feet	Annual Rent	Upper Price.
			N.	E.	S.	W.			
Kowloon, 1909.	Adjoining K.L. 1210, Huk L. Un. 1909.	Kowloon.	feet	feet	feet	feet	89	4	118
1909.	5' 5" 50' 5" 15' 6" 15' 0"								

GILES'S CHINESE AND ENGLISH DICTIONARY.

New Edition.

Enlarged to 1,800 Pages, THOROUGHLY REVISED. Fascicule 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicule 1.

Prospectus and Specimen pages upon application. KELLY & WALSH, LTD. 863]

THE DAIRY FARM CO., LTD.

SALTED AUSTRALIAN

PIGS' TROTTERS.

96 CENTS A DOZEN.

[563]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

From TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PE-NANG AND SINGAPORE.

THE Company's Steamship

"SILESIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Trieste ex s.s. "Trieste" transhipped at Bombay.

Venice ex s.s. "Metecovich," transhipped at Trieste.

Smyrna ex s.s. "Hungaria," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before NOON on the 25th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 16th July, 1909. [5]

INTIMATIONS

NOTICE.

WILKS AND JACK, LIMITED, ELECTRICAL ENGINEERS AND CONTRACTORS.

FROM This Date the name of the above Firm has been Changed to WILLIAM C. JACK & CO., LTD. PERCIVAL H. NYE, Acting General Manager. Hongkong, 16th July, 1909. [968]

NOTICE.

WE WISH to bring to the Notice of the Public that our Firm has for the last twenty years been engaged in the Manufacture of FIRE CRACKERS for Export and that we have Established a reputation for Superior Quality and Modern Construction. MEERS, HUNG HING & CO., 17, Yim Tsz Street, West, are our Sole Agents in Canton, and anyone wrongfully making use of our Name will be dealt with in accordance with the law.

SUN LEE & CO., Tung Koon District, Canton, 9th July, 1909. [947]

E. R. COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, etc., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Government Gazette* as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON, Colonial Secretary. Hongkong, 2nd July, 1909. [926]

FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boarders only), removing to larger premises where pupils will enjoy London advantages combined with country life.

Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken.

Reasonable fees. Particulars apply—M. C. Care of PATON'S, 143, Cannon St., London, E.C. England. [736]

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookston, at Reduced Rates. Large stock always on hand. Apply— SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th instant, the Selling Price of ICE will be INCREASED to ONE CENT Per Pound.

JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 13th July, 1909. [957]

CHINA EXPRESS CO.

Telephone 568. 3, Duddell Street. [50]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that MESSRS. JORGE & CO. have on the first day of June, 1909, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:

A representation of part of a Chinese theatrical performance known by the name of Hei S'ok consisting of a Chinese lady in conversation with her brother-in-law outside the door of her house close to which is a peach tree in full blossom with a back ground of hills and clouds and the two characters Hei S'ok printed thereon, the whole mounted on a gilt frame surrounded by floral decorations with 4 characters 佐治洋行 on the top of the frame in the name of MESSRS. JORGE & CO., who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith, in respect of the following Goods: Cotton Piece Goods of all kinds in Cls. 24 and Woolen and Worsted and Hair Goods (not included in Classes 33 and 34) in Cls. 35.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 16th day of June, 1909.

D'ALMADA & SMITH, Solicitors for the Applicants. 859.

DAVID COSSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN AENHOLD, KARBERG & CO.

1674 Sole Agents.

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND of One Dollar (\$1) Per Share for six months ending 30th June, 1909, will be payable on the 26th July, 1909, on which Date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 20th July, 1909, both days inclusive.

KOWLOON MARINE LOT 48, Tsimshai, Area 65,200 square feet with 235 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Hongkong, 16th July, 1909. [963]

THE HONGKONG ELECTRIC CO. LTD.

NOTICE.

AS SUPPLIED TO THE HOUSE OF
COMMONS.THORNE'S
OLD VATPERUAN
SCOTCH WHISKY.
15
36
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15THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREECE AND HAS BEEN SOLD NO. 1 SINCE 1801.SCOTCH WHISKY.
THE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.MERRYWEATHER'S
Light Portable "VALIANT."
The Ideal
Fire
Engine
and
Steam
Pump
for
CHINA.
Lightest
Pump
on
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Market.
Weight
42 lbs. G.H.P.
Can be
carried by
a few men
through
streets,
doorways,
etc.
Ask for Illustrated Catalogue No. 7561.
MERRYWEATHER & SONS, 63, Long Acre, W.C.
Works—Greenwich, S.E., London.

546-1

A SAFE REMEDY
FOR ALL
SKIN AND BLOOD DISEASES
If you suffer from any disease due to an impure
state of the Blood, from WARTS, CHILBLAINS,
SCURVY, ECZEMA, SPOTS, BLODGEES,
BLOOD POISON, BLACKHEADS, ULCERS,
SKIN AND BLOOD DISEASES, SORES OF ALL KINDS
It is a safe and permanent remedy.
It is the only real specific for Gout and Rheumatic
Pains, for it removes the cause from the Blood and
Bones.Clarke's
Blood
Mixture
IS THE FINEST BLOOD PURIFIER
EVER DISCOVERED.It is warranted to cleanse the blood from all
impurities, from whatever cause arising. For
SCROFULA, BAD LEGS,
SCURVY, BLODGEES,
ECZEMA, SPOTS,
BLOOD POISON, BLACKHEADS,
ULCERS, PIMPLES,
SKIN AND BLOOD DISEASES, SORES OF ALL KINDSIt is a safe and permanent remedy.
It is the only real specific for Gout and Rheumatic
Pains, for it removes the cause from the Blood and
Bones.NOTE. This mixture is pleasant to the taste
and warranted free from anything
injurious to the most delicate constitution of either
sex, from infancy to old age, and the Proprietors
solict sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected

BY MARSHALL P. WILDER.

Smiling 'round the world is lots of fun—it
keeps one busy though; almost as busy as
a friend of mine who has only one arm, but he has the prickly heat. You can
find a laugh anywhere, if you are so inclined.Develop the ability to laugh, and you will always
have the opportunity, for happiness and merriment
are as contagious as a yawn.The other day I was standing in front of the
Coliseum when two young women came out.One of them said: "Lizzie, don't you think
the acrobats are awful in there?" Said the
other: "Why, I didn't smell anything."In Fleet-street one day I stopped at a book-
stall. There was a sign up, "Dickens' works
all this week for 10s. 6d." Directly above it was
a sign, "Porter wanted." A man stopped
beside me and read the signs: "Porter wanted—
Dickens' works all this week for 10s. 6d.—well, I
can't 'e'le; I'm a minor man."There is always a lot of fun to be found on a
steamer. I shall never forget my first trip
across the Atlantic. I had no feeling left, and was told
that the sea voyage would make another man of me. Imagine making another
man of me when there was hardly enough
material for one.

DANCING SEA.

By the time we got to Sandy Hook the ship
was having St. Vitus' dance, and most of the
passengers decided to go below and unpack. I
started to find my stateroom, and I think I
butted into every one there was. I was finally
hurled into one just as the occupant, a stout
lady, was climbing into the upper berth. She
said, "Sir!" Then the ship went the other
way, and I was never so completely sat upon
by a lady in my life.When I visited Honolulu my friends met
me at the dock with almost the only
motor-car in the islands. The owner told
me of his first trip in the machine through
the outlying country. He came upon a
Chinese coolie who had never seen anything of
the kind before, and who stood rooted with horror
to the road until the driver tooted the horn.Then the Chinaman fled frantically to the fence,
shrieking "Heap devil! heap devil!" And
really I can't blame him much.My first ride gave me a wholesome respect,
not to say awe, for a motor-car. As I remember,
it was a fine ride. The fine was a hundred and
fifty dollars. I said to my chauffeur (chauffeur
is French for plumber)—I said to my chauffeur:
"Let her go," and he let her go. We went so
fast the milestones looked like a cemetery. When the car
simply flew through the air. When the car
stopped short I was still flying.MARTIN'S
APIOL & STEEL
PILLS

A French Manufacture for all Irritable Diseases.

Pills composed of Ladies always keep a box of
them in their pocket. They are a great relief in
any case of any Irritability of the System a
thoroughly good Remedy.Those who are fond of the French are
surely fond of these Pills.MARTIN'S
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any case of any Irritability of the System a
thoroughly good Remedy.Those who are fond of the French are
surely fond of these Pills.MARTIN'S
APIOL & STEEL
PILLS

A French Manufacture for all Irritable Diseases.

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SHIPPING.

ARRIVALS.
DAIGI MARI, Japanese str., 260, H. Murayama, 16th July—Saw 15th July, General—Osaka Show in Kaita.
GLENALLOCH, British str., 1,434, Hainsworth, 15th July—Singapore 10th July, General—Chinese.
KIEV, Russian str., 3,127, Padala, 16th July—Odesa and Singapore 16th July, General—Molotov & Co.
SILESIA, Austrian str., 3,340, E. Radonicich, 16th July—Singapore 16th July, General—Sauder, Wiedl & Co.
TRAN, British str., 1,850, Osterbridge, 16th July—Manila 15th July, Hemp—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
16th July.
Antio, German str., for Tsin-tau.
Honolulu, Jap. str., for Shanghai.
Chooing, German str., for Amoy.
Dewarwong, Japanese str., for Canton.
Glenallock, British str., for Amoy.
Honor, French str., for Quang Chow Wau.
Japan, British str., for Singapore.
Johanna, German str., for Pahoi.
Mothide, German str., for Hollow.
Nangku, British str., for Hongkong.
Shenku, American str., for Queling.
St. Patrick, British str., for Singapore.

DEPARTURES.

16th July.
ANDALUSIA, German str., for Shanghai.
ANGLIA, British str., for Shanghai.
CANDIGANSHIRE, British str., for Straits.
CHOYSONG, British str., for Ningpo.
HAITAN, British str., for Swatow.
HANGSONG, British str., for Canton.
KWEITANG, British str., for Canton.
LINAN, British str., for Canton.
PEINZ LUDWIG, German str., for Shanghai.
PEINZ SIGISMUND, Ger. str., for Australia.
SIMLA, British str., for Singapore.
SYRIA, British str., for Shanghai.
TAISHUN, British str., for Shanghai.
TITAN, British str., for Kobe.
YORCK, German str., for Europe, &c.

SHIPPING REPORTS.
The British str. *Ten report*: Southerly gale
heavy sea and overcast squally.
The British str. *Clyde* reports: Light
winds and fine weather to 11.35 N. and 111.10
East, strong winds S.W. to S.E., heavy squalls
and high sea to arrive.

VESSELS IN DOCK. July 16th.
ABERDEEN DOCK.—
KOWLOON DOCK—Hailan, Vormarts, Peiho,
Butuan, Sordal, Germany, San Cheong.
COSMOPOLITA DOCK.—

TAIKO DOCK—Maple Leaf, Hangchow,
Chinhua, Yochow.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"SILIESIA".

Capt. Radonicich, will leave for the above places
TO-DAY, the 17th inst., p.m.
This steamer has capital accommodation for
passengers, electric light, carries a doctor and
stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Prince's Building.
Hongkong, 12th July, 1909. [3]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to
Rangoon, Madras and Mauritius.
THE Steamship

"JAPAN".
Captain J. G. Olifent, will be despatched for the
above Ports on TUESDAY, the 20th inst.,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 17th July, 1909. [952—]

"SHIEE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship
"SEGURA".
Captain Hayes, will be despatched as above
on SATURDAY, the 24th July.

The attention of passengers is drawn to the
excellent accommodation provided by this vessel
at cheap rates. She is specially adapted for
service in the tropics, being fitted with refrigerating
machinery, and Electric Fans in State-
rooms. Doctor and stewardess are carried.
Fare to London £25.

For Freight or Passage, apply to—
JARDINE, MATTHESON & Co., Ltd.,
Agents.
Hongkong, 12th July, 1909. [885]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"
will be despatched for the above Ports on
TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 1st July, 1909. [915]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MATARAE
COAST).

PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.

S.S. "MUNCASTER CASTLE" On 31st Aug.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 15th July, 1909. [967]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	B. W. H. Snow	JARDINE, MATTHESON & Co., Ltd.	On 24th inst., at Noon.
LONDON, & ANTWERP	SEGUERA	Brit. str.	—	Hayes	JARDINE, MATTHESON & Co., Ltd.	On 24th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	G. M. Montford, E.N.E.	P. & O. S. N. Co.	About 28th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBIA	Brit. str.	k. w.	Müller	HAMBURG-AMERICA LINER	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	k. w.	Jäger	HAMBURG-AMERICA LINER	About 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Schae	HAMBURG-AMERICA LINER	On 23rd inst.
HAVRE & HAMBURG, BREMEN & HAMBURG &c.	SEGOVIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINER	On 31st inst.
MAESSEILLES, &c., VIA PORTS OF CALL	SLAVONIA	Fr. str.	k. w.	Lafont	HAMBURG-AMERICA LINER	On 20th Aug.
MAESSEILLES, ROTTERDAM & HAMBURG &c.	ARMAND BEHIC	Fr. str.	k. w.	—	HAMBURG-AMERICA LINER	On 21st inst., at 1 P.M.
MAESSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISTRIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINER	On 21st inst., at D'light
MAESSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	k. w.	—	HAMBURG-AMERICA LINER	On 4th Aug., at D'light
MAESSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	k. w.	—	HAMBURG-AMERICA LINER	About Middle of Aug.
MAESSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Jap. str.	k. w.	—	HAMBURG-AMERICA LINER	About 23rd inst.
MAESSEILLES, LONDON & ANTWERP, &c.	KAMO MARU	Jap. str.	k. w.	TO KISEN KAISHA	HAMBURG-AMERICA LINER	On 30th Aug., at Noon.
MAESSEILLES, LONDON & ANTWERP, &c.	AMERICA MARU	Jap. str.	k. w.	TO KISEN KAISHA	HAMBURG-AMERICA LINER	On 28th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	KLEIST	Jap. str.	k. w.	—	HAMBURG-AMERICA LINER	About 27th inst.
NEW YORK VIA SUEZ CANAL	PERSIA	Aus. str.	k. w.	—	HAMBURG-AMERICA LINER	About 21st Aug.
NEW YORK	INDRAWADI	Brit. str.	—	H. Petersen	NIPPON YUSHI KAISHA	On 31st Aug.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	R. Homma	NIPPON YUSHI KAISHA	On 10th Aug.
VANCOUVER VIA SHANGHAI JAPAN	WELSH PRINCE	Brit. str.	2. m.	MELCHERS & Co.	NIPPON YUSHI KAISHA	On 24th inst., at 6 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	EMPEROR OF INDIA	Brit. str.	1. m.	—	CANADIAN PACIFIC R. Co.	On 23rd inst.
VANCOUVER, B.C. TACOMA & SEATTLE	KONTRABLADE	Brit. str.	1. m.	J. Mathee	CANADIAN PACIFIC R. Co.	On 18th Sept., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	FITZPATRICK	Jap. str.	1. m.	E. E. Hutchinson	OSAKA SHOSEN KAISHA	On 31st inst.
VANCOUVER, B.C. TACOMA & SEATTLE	AKI MARU	Jap. str.	1. m.	K. Sato	NIKOPON YUSHI KAISHA	On 20th inst., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	KAGA MARU	Jap. str.	1. m.	L. Dawson	NIKOPON YUSHI KAISHA	On 17th Aug., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TAIYUAN	Jap. str.	1. m.	T. Skrine	NIKOPON YUSHI KAISHA	On 19th Aug., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	ELSTREE	Jap. str.	1. m.	H. Baegener	NIKOPON YUSHI KAISHA	On 21st inst., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	YAPU MARU	Jap. str.	1. m.	M. Yagi	NIKOPON YUSHI KAISHA	On 23rd inst., at 10 A.M.
VANCOUVER, B.C. TACOMA & SEATTLE	COBLENZ	Jap. str.	1. m.	Wm. Thompson	NIKOPON YUSHI KAISHA	On 30th inst., at 5 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	KONTRABLADE	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 4th Aug., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	Quick despatch.
VANCOUVER, B.C. TACOMA & SEATTLE	AKI MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	To-day, at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	KAGA MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 20th inst., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TAIYUAN	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 18th Aug., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	ELSTREE	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 16th Aug., at 10 A.M.
VANCOUVER, B.C. TACOMA & SEATTLE	YAPU MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 3rd Sept., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	COBLENZ	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 23rd inst., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	KONTRABLADE	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 25th inst., at D'light
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 28th inst.
VANCOUVER, B.C. TACOMA & SEATTLE	AKI MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 28th inst., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	KAGA MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 30th inst., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	TAIYUAN	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	On 31st inst., at Noon.
VANCOUVER, B.C. TACOMA & SEATTLE	ELSTREE	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	About 30th inst.
VANCOUVER, B.C. TACOMA & SEATTLE	YAPU MARU	Jap. str.	1. m.	—	NIKOPON YUSHI KAISHA	About Beginning of Aug.
VANCOUVER, B.C. TACOMA & SEATTLE	COBLENZ	Jap. str.	1. m.	P. J. van Emmerik	JAVA-CHINA-JAPAN LINER	Quick despatch.
VANCOUVER, B.C. TACOMA & SEATTLE	KONTRABLADE	Jap. str.	1. m.	J. M. Hay	JARDINE, MATTHESON & Co., Ltd.	To-day, at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	K. Sugi	BUTTERFIELD & SWINE	To-morrow, at Daylight.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	H. Murayama	OSAKA SHOSEN KAISHA	On 21st inst., at 10 A.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	H. Douglas	NIKOPON YUSHI KAISHA	TO-morrow, at 10 A.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	J. J. Jameson	BUTTERFIELD & SWINE	On 20th inst., at 2 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	P. H. Bolle	NIKOPON YUSHI KAISHA	On 22nd inst., at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	R. E. Rodger	BUTTERFIELD & SWINE	On 23rd inst., at 9 A.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	A. W. Unterbrücke	NIKOPON YUSHI KAISHA	To-day, at 4 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	S. J. Payne	JARDINE, MATTHESON & Co., Ltd.	On 20th inst., at 3 P.M.
VANCOUVER, B.C. TACOMA & SEATTLE	TRIPATATION	Jap. str.	1. m.	R. W. Almond	BUTTERFIELD & SWINE	On

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

	FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	Capt. G. W. Gordon, E.N.L.	About 22nd July	Freight and Passage.
LONDON VIA USUAL PORTS	DELTIA	Capt. R. W. H. Snow	12th July	See Special of Call. Advertisement.
LONDON and ANTWERP	VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. G. M. Montford, E.N.L.	About 26th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA	Capt. C. J. Benton, E.N.L.	About 30th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NEWCHWANG	"NANCHANG"	On 17th July, 4 P.M.
NINGPO and SHANGHAI	"PAKHOI"	On 18th July, D'light
SHANGHAI	"LINAN"	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.
MANILA	"TEAN"	On 20th July, 3 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 22nd July, 9 A.M.
SHANGHAI	"CHINHUA"	On 23rd July, 4 P.M.
CEBU and ILOILO	"SUNGKUANG"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, D'light
MANILA	"TAMING"	On 27th July, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th July, 1909.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Ports to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	HOMEBWARD.
S.S. SAXONIA ... 20th July	S.S. ISTRIA ... 21st July
S.S. DORTMUND ... 27th July	S.S. BRASILIA ... 23rd July
S.S. SPEZIA ... 13th Aug.	FOR HAVRE, BREMEN, & HAMBURG:
S.S. C. FERD. LAEISZ ... 17th Aug.	S.S. SEGOVIA ... 31st July
S.S. AMBRIA ... 27th Aug.	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. NICOMEDIA ... 8th Sept.	S.S. SAMBIA ... 12th August
S.S. TIA ... 15th Sept.	S.S. SLAVONIA ... 20th August

Further Particulars apply to—

Hongkong, 15th July, 1909. HAMBURG-AMERIKA LINIE, Hongkong Office.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COOPENHAGEN	"YEDDO"	About Middle of Aug.
HAGEN and GOTHENBURG		

For Further Particulars apply to

Hongkong, 14th July, 1909. MELCHERS & CO., AGENTS.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAWACHI MARU, Capt. H. Peterson.	6,500	WED'DAY, 21st July, at Daylight.
VICTORIA, E.C.	SANUKI MARU, Capt. K. Horima.	6,500	WED'DAY, 4th Aug., at Daylight.
SHANGHAI, MOJI, KOBE, YOKOAKI, SHIMIDZU and YOKOHAMA	AKI MARU, Capt. K. Horima.		TUESDAY, 20th July.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	S KAGA MARU, Capt. M. Higino.	6,500	TUESDAY, 17th Aug., at 4 P.M.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
S H A N G H A I, MOJI and KOBE	INABA MARU, Capt. R. Takeda.	6,500	FRIDAY, 23rd July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	CEYLON MAEU, Capt. Fred. Pyne.	6,000	MONDAY, 26th July.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MOYORI MARU, Capt. J. C. Richards.	4,000	WED'DAY, 28th July.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson.	9,000	FRIDAY, 30th July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	WED'DAY, 4th Aug., at Noon.

Fitted with New System of Wireless Telegraphy.

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THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - - (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU - - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - - (Capt. W. BAINBRIDGE) - About Wed. 20th Oct.

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CHEAPEST ROUND TRIPS

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\$100 \$60

\$90 \$50

Option of rail between Calling Ports in Japan.

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T. KUSUMOTO, MANAGER.

Hongkong, 8th June, 1909.

[15-93]

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[15-93]

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SATURDAY, 31st July, 1909.

"SEATTLE MARU", Capt. E. R. Hutchinson, 4,416 Tons, 6,178 LEAVES.

SATURDAY, 28th August, 1909.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Manchuria and Siberia.

22nd July	at 11.30 a.m.
24th	at 8.30 p.m.
28th	at 8.30 p.m.
31st	at 8.30 p.m.

The Ernest Simons, with the French Mail of the 18th ultimo left Singapore on Monday, the 12th inst., at 5 p.m. and may be expected here on or about Monday, the 19th inst. This packet brings replies to letters despatched from Hongkong on the 15th May.

FOR
Pakhoi
Amoy
Moj
Singapore Penang and Calcutta
Tingting and Newchwang
Quing Chow Wan, Hoichow, Pakhoi and
Haiphong

EEELONG, SHANGHAI, NAGARAKI, KOBE,
YOKOGEI, SHIMIDU, YOKOHAMA,
HOROFUJI and SAN FRANCISCO
(Supplementary mail on board up to the
time fixed for departure of the mail
time 10 cents)

MANILA
Newchwang
Manila
Singapore, Samarang and Sourabaya
Sago
Shanghai
Shanghai, Yokohama and Kobe
Ningpo and Shanghai
Hoichow and Haiphong
Swatow
Shanghai
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Tamsui
Manila, Zamboanga, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville,
Brisbane, Sydney, Hobart, Launceston,
New Zealand, Melbourne, Adelaide, Perth,
Dandenong and Fremantle

Shanghai, Yokohama, Kobe and Moji
Shanghai, Kobe and Yokohama
Shanghai

EUROPE, &c., India via Tadzhikin

late Letters 11.00 A.M. to Noon Extra

Postage 10 cents
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail)

TO
Johanne
Glenfalloch
Fukui Maru
Japan
Amoy
Hanoi

Saturday, 17th, 8.00 A.M.
Saturday, 17th, 10.00 A.M.

Saturday, 17th, Printed Matter and Samples
10.00 A.M.
(Registration, 10.00 A.M.
fee of 10 cents, up to
10.45 A.M.)

Registration, Kowloon
B.O. 10.00 A.M.

Saturday, 17th, 11.15 P.M.

Saturday, 17th, 2.00 P.M.

Saturday, 17th, 3.00 P.M.

Saturday, 17

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 17th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 15th July, 1909. [55]

"SHIHL" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Company's Steamship

"CARNARVONSHIRE," having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown where they will be examined at 9:30 A.M. on SATURDAY, the 17th inst.

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 12th July, 1909. [53]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA," Captain Block, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns and Godown and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th July, 1909. [54]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SYRIA,"

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be forwarded unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 14th July, 1909. [1]

NORDDEUTSCHE LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of cargo are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd July, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd July, at 9:30 A.M.

All claims must reach us before the 26th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 15th July, 1909. [5]

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Hongkong, 21st January, 1909.

NOTICES TO CONSIGNEES

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC," FROM TACOMA, VANCOUVER, YOKO-HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 17th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 13th July, 1909. [8]

ADVERTISEMENT

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FOR
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MOJI
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WONSON
FUSAN
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HANOI
HAIHONG
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PHILIPPINES
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HAVE BEEN ENGRAVED BY ONE OF THE MOST AMBITIOUS FIRMS IN GREAT BRITAIN AND ARE CORRECTED AND BOUGHT UP TO DATE. THEY CONSIST THIS YEAR OF FOURTEEN OF THE FOLLOWING:

COLORED PLATE OF FLAGS OF FOREIGN HONGS

MAP OF THE FAR EAST

MAP OF YOKOHAMA

MAP OF KOREA AND HYOGO

MAP OF FOREIGN SETTLEMENTS, TIENTSIN

MAP OF TEINGTAU (KIAOCHAU)

MAP OF HONGKONG (SHANGHAI) WITH INSET

SHOWING THE EXTENDED SETTLEMENT

Large MAP OF THE CITY OF VICTORIA

MAP OF THE PEAK

MAP OF NEW TERRITORY (KOWLOON)

MAP OF KOWLOON

MAP OF MANILA

MAP OF SAIGON

MAP OF BATAVIA

MAP OF KOREA

MAP OF HONGKONG

MAP OF NEW TERRITORY (KOWLOON)

MAP OF KOWLOON

MAP OF MANILA

MAP OF BATAVIA

MAP OF KOREA

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MAP OF MANILA

MAP OF BATAVIA

MAP OF KOREA

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